

THE SHIPBUILDERS OF BATH, MAINE. III
GOSS, SAWYER, PACKARD, AND THE
NEW ENGLAND COMPANIES.

What was to become the most extensive wooden shipbuilding operation ever conducted in America began in Bath in 1866, when the firm of Goss & Sawyer was formed. Captain Guy C. Goss was born in October 1822 in Sangerville, Maine. He taught school at Georgetown, near Bath, as a young man until the call of the sea became too strong and by the time he was 30 he had attained command of the brig FLORENCE NIGHTINGALE of Boston. Two years later he was given a full-rigged ship by Trufant & Drummond of Bath, and he sailed for them for eight years, his last command being the ELLA. In 1865 he was managing owner of the 728-ton bark TOSCANA, built at Bath that year, and later that year started shipbuilding in partnership with B.L. White.

The accounts given by Matthews in "American Merchant Ships" and by Henry Owen Jr. in the Bath "Anvil" for 4 Jan. 1908, are not entirely clear on this period, but it appears that Goss & White built the following four vessels in the former Harward yard at the far North End of Bath:

1866			
Sch	JOHN CROOKER	208	
Sch	VERNAL	148	
Sch	NETTIE CURRIER	171	
Brig	DAVID OWEN	323	

Goss & Sawyer are listed as managing owners of all four of the above. Elijah F. Sawyer had been one of the master workmen in the shipyard of F.O. Moses until in 1866 he joined Captain Goss in the firm of Goss & Sawyer. There is no further record of B.L. White, and perhaps he belongs with the TOSCANA and not the four schooners; at any rate Goss & Sawyer in 1866 bought the former Johnson Rideout shipyard and there established the best-equipped wooden shipyard in Maine. Although they are listed as managing owners of some of their products, most of their work was done on contract. In many cases they retained a minor share in the vessels turned out by them. Here is their list:

1866			
Brig	F.I. MERRYMAN*	217	
1867			
Sch	JOHN H. PERRY	180	

1868			
Bark	C. O. WHITMORE	894	
Bark	LIZZIE H.	896	
1869			
Bark	MENDOTA*	512	
Brig	F.I. MERRYMAN (rebuilt)	343	
Brig	GLENDAL (rebuilt)	423	
1870			
Sch	MARY E. RANKIN (rebuilt)	349	
Bark	ZENIA*	786	
Sch	SAMUEL C. HART	258	
Sch	MARCIA S. LEWIS (rebuilt)	347	
1871			
Sch	PEACEDALE	129	
Barge	YOSMITE	151	
3mSch	CALVIN P. HARRIS	465	
3mSch	JAMES FORD	628	
3mSch	ROBERT RUFF	219	
3mSch	WILLIAM D. HILTON	324	
1872			
3mSch	ALFRED W. FISK	395	
3mSch	WITCH HAZEL	251	
3mSch	CHARLES H. LA FRENCE	621	
3mSch	DOUGLAS HAYNES	173	
3mSch	JONAS H. FRENCH	258	
3mSch	ALICE BELLE	277	
3mSch	EMPRESS	355	
3mSch	THOMAS W. HAVEN	314	
Barge	ADVANCE	282	
Barge	PIONEER	303	
Sch	HATTIE PERRY	174	
1873			
3mSch	RALPH W. HAYWARD	487	
3mSch	COLIN C. BAKER	410	
3mSch	ALBERT DAILEY	238	
3mSch	LOUISE D. RATHBUN	301	
3mSch	IRA D. STURGIS	235	
Sloop	DELPHINE A. WYMAN*	72	
3mSch	H. A. DE WITT	239	
3mSch	GEORGE SEALY	301	
3mSch	WILLIAM H. JOURDAN	497	
Bark	WILLIAM H. BESSE*	1026	
3mSch	ALFRED BRABROOK	562	
Ship	JOHN H. KIMBALL	1266	

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1873, contd.

3mSch	BENJAMIN B. CHURCH	513
	1874	
3mSch	CHARLES F. SAMPSON	533
Bark	EDWIN H. KINGMAN*	1111
Bark	CHARLES W. COCHRANE*	1105
Bark	GENIA*	1174
Ship	B. P. CHENEY	1322
Sloop	LETTIE (Yacht)	8
Bktn	NORTNA	438
Bark	MARTHA P. TUCKER*	654
Ship	LEADING WIND	1208

(Asterisks after the name mark vessels for which Goss & Sawyer are listed as managing owners.)

To the north of Goss & Sawyer's yard was a slip, across which was a small marine railway used by Loring White and later by John D. Bibber for the construction of some small vessels. This site was purchased by Benjamin F. Packard in 1873. Packard was a native of Miscasset who came to Bath in 1850 at the age of 24 to work in the shipyards. During the '60's he was boss carpenter for F.O. Moses, where Sawyer had also been employed, and after the Moses yard built its last ship in 1869 he was associated for a time with Loring White.

A new partnership, Goss, Sawyer & Packard, was formed to build the vessels laid down at the new site, while operations to the south were continued under the former name of Goss & Sawyer. It appears, however, that Packard had an interest also in the latter firm, so that not a great amount of attention was paid to distinguishing which yard a vessel was built in, and the contract or hull numbers were assigned in the same sequence for both yards. The following table, therefore, lists vessels built by both partnerships, with the designation G&S or GSP taken from the Bath carpenter certificates now in the National Archives. A number, keyed to the notes at the end, appears when the attribution is doubtful, and an asterisk as before denotes that the builders were recorded as managing owners.

1874

Bktn	ELVINA	GSP	353
Ship	MARY L. STONE	G&S*	1459
Bark	W. A. HOLCOMB (1875)	GSP*	953
Ship	CITY OF PHILADELPHIA	G&S*	1457
Ship	ASTORIA	G&S	1395
Bark	J. D. PETERS	GSP	1085

1876

Ship	PALMYRA	G&S	1359
Bark	JOHN & WINTHROP	GSP	338
Bark	WESTERN BELLE	G&S*	1135
Bark	BELLE OF OREGON	G&S*	1169
Ship	ADAM M. SIMPSON	G&S*	1525

1876, contd.

Ship	DAKOTA	G&S	1370
Ship	ALAMEDA	1	1474
Bark	FRED P. LITCHFIELD	GSP	1083

1877

Bark	JOSEPHINE	GSP	384
Bark	KEPLER	2	770
Bark	LUCRETIA	G&S	312
Ship	BELLE OF BATH	G&S	1418
Bark	FOREST BELLE	G&S*	1296
Bark	JAMES ALLEN	G&S	348
Ship	HECLA	GSP	1529
Bark	CRESCENT	G&S	613
3mSch	MARY J. CASTNER	3	433
Ship	FLORENCE	G&S	1684
Bark	JONATHAN BOURNE	G&S	1472

1878

Bark	VERONICA	G&S	409
SidWhl	CITY OF LYNN(ferry)	GSP	340
3mSch	JOHN BRACKETT	G&S	224
Bark	GERARD C. TOBY	GSP	1459
Ship	ECLIPSE	G&S	1595
Brig	CAIRO	G&S	244
Bark	CHARLES B. KENNEY	GSP	1128
Bark	ERMA T. CROWELL	G&S	1137

1879

3mSch	CHARLES A. BRIGGS	G&S	758
SidWhl	MOUNT DESERT	4	457
3mSch	HATTIE S. WILLIAMS	GSP	898
3mSch	CHARLES H. TRICKEY	G&S	281
3mSch	QUAKER CITY	G&S	510
3mSch	NELLIE V. ROKES	GSP*	296
3mSch	WARREN B. POTTER	G&S	318
St.Bk	MARY & HELEN	GSP	491
3mSch	BERTHA F. WALKER	G&S	686
3mSch	SERENA R. SOPER	GSP	603
3mSch	MABEL L. PHILLIPS	2	831
3mSch	E. C. ALLEN	G&S	500
Bark	GUY C. GOSS	GSP	1572

1880

3mSch	ERASTUS WYMAN	GSP	598
Brig	ACHILLES	G&S	374
Bark	ALUMINA	G&S	293
3mSch	B. FRANK NEALLEY	GSP	274
3mSch	WILLIAM P. HOOD	G&S	666
3mSch	ELM CITY	GSP	628
3mSch	CITY OF AUGUSTA	G&S	581
3mSch	ELISHA GIBBS	G&S	490
4mSch	WILLIAM L. WHITE	GSP	996
3mSch	ZACCHUS SHERMAN	G&S	767
St.Bk	BELVEDERE	GSP	440
3mSch	HORATIO	G&S	409
3mSch	SPARTAN	GSP	623
3mSch	MOSES WEBSTER	G&S	488
3mSch	HARRY MEISSER	G&S	628
Sch	AMERICA	G&S	78
Bark	WILLIAM W. CRAPO	GSP	1648

1881

3mSch	ADA A. KENNEDY	G&S	633
Bark	FLUORINE	G&S	298
3mSch	ENOCH ROBINSON	G&S	574

1881, continued

3mSch	ROBERT GRAHAM DUN	GSP	595
3mSch	ROBERT H. RATHBUN	GSP	366
3mSch	WILLIAM O. SNOV	G&S	589
Ship	WILLIAM J. ROTCH	GSP	1718
3mSch	THOMAS B. GARLAND	GSP	319
St.Bk	NORTH STAR	GSP	489
3mSch	JULIA S. BAILEY	GSP	323
Ship	TACOMA	G&S	1738
Ship	JACOB E. RIDGEWAY	G&S	1803
3mSch	CLARA S.	G&S	442
3mSch	MARTHA S. BEMENT	G&S	479
3mSch	HELEN H. BENEDICT	GSP	720
H.Brig	SUNLIGHT	GSP	374
Bark	COWLITZ	G&S	779
Sid/Whl	STATE OF MAINE	5	1410
3mSch	WILLIAM LOR'AN ROBERTS	G&S	763
3mSch	CHARLES NOBLE SIMONS	GSP	754
3mSch	TAMOS	GSP	388
3mSch	A. F. CROCKETT	G&S	434

1882

Ship	WILLIAM H. STARBUCK	GSP	1339
Ship	HENRY FAILING	G&S	1976
3mSch	MINNIE SMITH	G&S	391
3mSch	LUCINDA G. POTTER	G&S	645
4mSch	ELLIOTT B. CHURCH	G&S	1138
3mSch	ANNIE J. PARDEE	GSP	682
3mSch	JOSIE R. BURT	GSP	760
3mSch	ANNIE T. BAILEY	G&S	449
St.Bark	MARY & HELEN	GSP	508
St.Sch	MAGGIE J. SMITH (3m)	GSP	700
3mSch	L. A. PLUMMER	6	395
3mSch	BERTHA DEAN	6	750
3mSch	ZIMRI S. WALLINGFORD	G&S	296
3mSch	FANNIE E. WOLSTON	G&S	296
3mSch	FLORENCE RANDALL	G&S	741
Ship	CHARLES E. MOODY	G&S	2003
St.Bark	MENDOZA	GSP	840
3m.Sch	LINAH C. KAMINSKI	7	443
St.Bark	GEORGE S. HOMER	GSP	1174
3mSch	LIZZIE M. DUN	GSP	746
3mSch	WILLIAM F. COLLINS	G&S	303
3mSch	FLORENCE J. ALLEN	7	482
3mSch	NATHAN LAWRENCE	G&S	770
St.Sch	WALKER ARMINGTON (4m)	GSP	913

1883

St.Sch	JEANIE (4m)	GSP	1071
3mSch	LEANDER V. BEEBE	2	749
3mSch	BROOXKE B. ROKES	GSP	336
St.Sch	JESSE H. FREEMAN (3m)	G&S	516
Ship	WILLIAM H. SMITH	GSP	2003
Ship	E. F. SAWYER	G&S	1994
3mSch	CHARLES H. WOLSTON	G&S	350
3mSch	JOHN S. DAVIS	G&S	364
3mSch	CITY OF JACKSONVILLE	GSP	354
Stm.Bk	THRASHER	GSP	512
Bark	AMY	G&S	701
Ship	JOHN R. KELLEY	G&S	2255
3mSch	HENRIETTA J. POWELL	G&S	316
Ship	BENJ. F. PACKARD	GSP	2130

1884

3mSch	CITY OF BALTIMORE	GSP	357
3mSch	MAUD H. DUDLEY	G&S	393
St.Sch	LORENZO D. BAKER (3m)	G&S	966
Stmr	AL-KI	GSP	943

Notes:

1. No builder is given on ALAMEDA's certificate. Goss & Sawyer given elsewhere.
2. Only G.C.Goss is given as builder of KEPLER, MABEL L. PHILLIPS, or LEANDER V. BEEBE. Goss & Sawyer given elsewhere.
3. The certificate of MARY J. CASTNER is signed by Wm.H. Brown and gives builders as "Goss, Sawyer, Stantial & Brown."
4. No certificate located for MOUNT DESERT. Goss & Sawyer given elsewhere.
5. No certificate located for STATE OF MAINE. Goss, Sawyer & Packard given elsewhere.
6. BERTHA DEAN and L.A. PLUMMER are given as built by "Packard & Haggett." Amos B. Haggett signed for the DEAN. We understand that he was interested in the two Goss firms.
7. LINAH C. KAMINSKI and FLORENCE J. ALLEN are listed on their certificates as built by "Goss, Sawyer & Co."

Another vessel credited on the certificates as built by B.F. Packard was the 27-ton steam yacht AIDA of 1882. The yacht registers, however, credit her to C.B. Harrington. Her owner was George S. Homer of New Bedford, the man for whom the auxiliary steamer built in 1882 by Goss, Sawyer & Packard was named.

According to Matthews, the heavy investment by Goss and his partners in auxiliary sailing vessels led to their bankruptcy in the depression year of 1884. By this time the slip joining the two yards had been filled in, and the waterfront, with 10 sets of ways, was the largest shipyard in Bath, and probably the largest wooden yard in the world. Too much of Bath's prosperity depended on the continued operation of the yard to allow it to remain idle, and so the leading businessmen of the city joined in a corporation called the New England Shipbuilding Company to keep it going. Guy C. Goss was the first president of the new corporation, and Isaiah S. Coombs the treasurer, with the board of directors consisting of Charles E. Moody, Gen. Thomas W. Hyde, Galen C. Moses, Samuel D. Bailey, Henry W. Swanton, and Arthur Sewall. Elijah F. Sawyer stayed on as master builder, with B.F. Packard, until his death in September 1885, as superintendent. Sawyer left the firm in November 1886 to join in Kelley, Spear & Co., and Goss left about the same time, retiring to Staten Island, N.Y., where he died in May 1890. G.C. Moses

then became president of the corporation.

Here is the list of vessels built by the New England Shipbuilding Company:

1884			
3m.Sch	CHARLES W. CHURCH	844	
3m.Sch	C. A. WHITE	832	
3m.Sch	LORING C. BALLARD	661	
St.Bktn	MORNING STAR	471	
3m.Sch	SAN DOMINGO	422	
3m.Sch	JOHN J. HANSON	686	

1885			
Sid.Whl.	CUMBERLAND	1605	
Stmr.	HAYTIEN REPUBLIC	1089	
3m.Sch	CITY OF PHILADELPHIA	337	
Stm.Tug	PANCHO	40	
Ship	HOTSPUR	1274	
Ship	FRANCIS	2077	
Bktn	LIZZIE CARTER	790	

1886			
4m.Sch	AGNES MANNING	875	
3m.Sch	JONATHAN SAWYER	400	
Barge	RELIEF	215	
Stmr.	SAPPHO	276	
4m.Sch	EVA B. DOUGLASS	1093	
4m.Sch	SARAH W. LAWRENCE	1370	
Stmr.	MOUNT WALDO	324	
4m.Sch	CASSIE F. BRONSON	1125	
Bark	WILLIAM BAYLIES	325	
Sch	MAINE	190	
3m.Sch	J. S. HOSKINS	412	
3m.Sch	CHILDE HAROLD	781	

1887			
Stmr.	WINTHROP	1442	
Sid.Whl.	SHREWSBURY	326	
Stmr.	WINTER HARBOR	19	
4m.Sch	LUCY H. RUSSELL	1166	
Stmr.	COCHOCO	68	
3m.Sch	EDGAR C. ROSS	400	

1888			
4m.Sch	BLANCHE H. KING	1156	
4m.Sch	VIKING	1017	
4m.Sch	GRACIE D. BUCHANAN	1141	
Bark	S. C. ALLEN	690	
4m.Sch	CALVIN B. ORCUTT	953	
3m.Sch	JOHN PEIRCE	405	
Stm.Yct.	SAGAMORE	323	
Stm.Yct.	SAPPHIRE	120	
Sch.Yct.	MONHEGAN (see note)	23	
3m.Sch	J. FRANK SEAVEY	413	
Stmr.	NAHANADA	91	

Note: Manning's "Yacht Register" lists the MONHEGAN as built by C.B. Harrington to the design of Edward Burgess.

Although a good volume of repair work was secured by the New England Shipbuilding Co. in addition to the construction contracts listed above, a bad fire in the yard in 1887 resulted once more in financial distress and another reorganization. The certificate of the 1658-ton four-masted schooner TECUMSEH, completed early in

1889, gives her as built by G.C. Moses & Co., and subsequent construction was carried out by a new corporation called the New England Company. G.C. Moses was its president, later being succeeded by Charles H. McLellan. The directors in 1907 were Edward W. Hyde, G.C. Moses, Amos Haggett, I.S. Coombs, and J.A. McLellan. The Bath Iron Works, which was established in 1889 by General Hyde (originally it was the Goss Marine Iron Works, founded by Capt. G.C. Goss in 1887), was closely associated with the New England Company, and the latter was subcontractor on the hulls of wooden vessels built by the former, starting with the COTTAGE CITY in 1890.

Here is the list of the New England Co.:

1889		
4m.Sch	JOHN PAULL	1509
Sid.Whl.	KENNEBEC	1652
4m.Sch	HENRY S. LITTLE	1096
3m.Sch	JENNIE C. MAY	832
3m.Sch	MONTANA	378
4m.Sch	MARGUERITE	1553

1890		
Sid.Whl.	PORTLAND	2284
3m.Sch	CACTUS	535
3m.Sch	FREDERICK ROESSNER	407
Stmr.	COTTAGE CITY	1885
4m.Sch	EDITH OLCOTT	1194
3m.Sch	HENRY CLAUSEN JR.	550
4m.Sch	GEORGE BAILEY	1245
4m.Sch	JOHN HOLLAND	1165
4m.Sch	ADDIE M. ANDERSON	934
Bktn	HUSTLER	673

1891		
4m.Sch	LAURA C. ANDERSON	961
4m.Sch	MARY ADELAIDE RANDALL	1167
4m.Sch	STELLA B. KAPLAN	1079
Stmr.	MANHATTAN	1892
3m.Sch	ELLA L. DAVENPORT	543
3m.Sch	MARY E. OLYS	224
4m.Sch	JENNIE S. BUTLER	943
4m.Sch	LIZZIE H. BRAYTON	1127

1892		
Sid.Whl.	HERCULES	800
Stmr.	JULIETTE	132
Sid.Whl.	FRANK JONES	1634
Lighter (unnamed; for Maine SS Co.)		
4m.	OLYMPIC (jackass bark)	1469

1893		
Sid.Whl.	ELIZABETH CITY	255
Stmr.	KING PHILIP	134

1895		
Sid.Whl.	BAY STATE	2211
Stmr.	ST. CROIX	1993
Stmr.	SALACIA	352
3m.Sch	BAYARD HOPKINS	270

1896		
Two scows (unnamed; for Portland RR)		
Sch.Brg.	LIBERTY	856

1896, continued.

4m.Sch GOODWIN STODDARD

Sch.Brg. ELLENVILLE

1897

Stmr. LINCOLN

1898

Sch.Brg. NUMBER 4

Stmr. SAGamore

Sch.Brg. NUMBER 5

Sch.Brg. NUMBER 6

4m.Sch RACHEL W. STEVENS

Sch.Brg. NUMBER 7

1899

Sch.Brg. NUMBER 8

Sch.Brg. NUMBER 9

Sch.Brg. NUMBER 12

Sch.Brg. NUMBER 14

Sch.Brg. NUMBER 15

Sch.Brg. NUMBER 16

Sch.Brg. NUMBER 17

Sch.Brg. BATH

Sch.Brg. BANGOR

1900

5m.Sch MARY W. BOWEN

Sch.Brg. IOWA

Sch.Brg. BENAVIDES

Sch.Brg. BLACK DIAMOND

Sch.Brg. GEORGIA

Sch.Brg. BEE

Sch.Brg. INDIANA

4m.Sch J. EDWARD DRAKE

4m.Sch CLIFFORD N. CARVER

5m.Sch LOUISE B. CRARY

1901

4m.Sch EDITH G. FOLWELL

4m.Sch SPRINGFIELD

4m.Sch INEZ N. CARVER

4m.Sch ORLANDO V. WOOTTEN

1902

5m.Sch PRESCOTT PALMER

3m.Sch ALICE M. DAVENPORT

3m.Sch FRANK W. BENEDICT

Sch.Brg EMILIE

Sid.Whl. RANSOM B. FULLER

4m.Sch ROBERT H. STEVENSON

1903

4m.Sch HOPE SHERWOOD

Sch.Brg. FLORRIE

4m.Sch FREDERIC A. DUGGAN

Sch.Brg. HATTIE

1904

4m.Sch JAMES B. DRAKE

5m.Sch MAGNUS HANSON

4m.Sch WILLIAM E. BOWEN JR.

4m.Sch WILLIAM J. QUILLIN

4m.Sch JUDGE BOYCE

1905

4m.Sch ALICE MAY DAVENPORT

4m.Sch HERBERT D. MAXWELL

1906

3m.Sch ISABEL B. WILEY

After completion of the ISABEL WILEY,

887 the New England Company suspended operations.

858 Edward W. Hyde took over contracts for a

966 pair of four-masters, the BERTHA L. DOWNS,

716 tons, and MARY HANSON GRUENER, 715 tons,

and these were finished on his own account

920 in the yard in 1908. The only other con-

104 struction carried out there was the 753-ton

909 four-master ESTHER ANN, completed in 1909

910 by Capt. James W. Hawley, who had leased the

1211 southern end of the yard.

898 The 315 vessels of 240,000 tons built by

the various partnerships and corporations

924 whose interwoven histories have been sketched

909 here amounted to nearly one-tenth of all

930 vessels built on the Kennebec between 1781

927 and 1908. If there is another wooden ship-

912 yard in the world with a comparable record

923 we would like to know of it.

935 The three big square-riggers named for

926 the three founders of the firm had varied

931 histories. The bark GUY C. GOSS of 1879 is

best remembered for having made two trips

2153 to Alaska in 1917 while serving as a salmon

1606 packer; this was the first time on record

924 that a vessel had completed two trips in

923 one season. Her adventures with a jury

1609 rudder were described in vol. 2 of "American

919 Neptune." She eventually was sold for debt

1626 at Auckland, N.Z., in 1926, and was chopped

910 up for her metal and timbers.

1101 The ship E. F. SAVYER of 1883 was run down

2231 in the English Channel in Nov. 1887 by the

British steamship PALINURUS and became a

1263 total loss. The courts held the ship at

633 fault since both her green starboard light

730 and her white stern light were visible to

677 the steamer crossing her course at right

angles.

2811 The ship BENJ. F. PACKARD of 1883 was the

539 last Maine-built square-rigger to be seen

534 on the East Coast, for, after long service

1069 as a salmon packer out of Puget Sound, she

1362 was towed to New York in 1924 with a cargo

1290 of piling and was later put on display at

Rye, N.Y., as an amusement center. She

686 was finally scuttled off Tatons Neck in

1080 deep water in May 1939, having become too

1137 rotten even for such employment.

1286

----- ADDENDA -----

Mr. Henry W. Owen Jr. sends the following

additions to previous lists:

1153 ADD KELLEY-SPEAR Co., p. 63:

1751 1906 Pow.Bt. BLANCHE VIOLA GOSS 10 Ben.Gr.Co.

656 1909 Stmr. VIRGINIA 71 Pophm.Bch.SB

695 1913 Barge FRANK R. DIGGS 480 Eastn.Tr.Co.

698 " Barge WM. B. DIGGS 475 "

1144 ADD PERCY & SMALL, p. 74:

772 1913 Scow PEQUOSSETTE 249 C.W.York

1914 Barge POCAHONTAS No. 1 444 C.W.York Co.

776

BOOK REVIEWS

BREKINGTON, W.V., "Chesapeake Bay; a Pictorial Maritime History," xvii, 231 pp.; nearly 300 ill.; maps on end papers. Cornell Maritime Press, Cambridge, Md., 1953. Price \$6.50.

Except perhaps for Baltimore, the Chesapeake Bay country has been neglected by maritime historians. Marion Brekington and the Cornell Press have now made up for this lack by the production of a handsome 7½"x10½" slick paper volume which tells the history largely in illustrations.

Divided into 14 sections, the pictures explore virtually every phase of the maritime activity of the Bay. Each group is preceded by a concise explanatory text which is further elaborated in the picture captions. Starting with the explorers and colonizers, the book then examines ship-building in general and the sailing vessels, steamboats, ferries, and bay craft in particular; then the ports, their trades, maritime artisans, and fisheries are considered; and finally such specialized nautical affairs as pilots, piracy and warships, marine museums, and sport are treated.

Nearly all the illustrations were previously unpublished, and there are many items of unusual interest. The pages from the builders' account book giving the spar dimensions of the ANN McKIM of 1833 are reproduced, and there is a painting of the SEAMAN'S BRIDE of 1851 showing three moon-sail poles. Another painting is of a true brigantine, the NORTHUMBERLAND of 1839; somehow the designation "hermaphrodite brig" has been applied to her instead of to two actual hermaphrodite brigs on the next page. On p.41 is a three-masted schooner from the year 1825, carrying square topsails fore and main. Other interesting craft are a floating sawmill, a lumber raft, and a coal dredge.

There is another candidate for the earliest ram in the WILLIAM J. STANFORD, built in 1868. Among smaller craft are good representations of brogues, shad galleys, gilling skiffs, and crab skiffs.

One phase of waterborne commerce that has perhaps not received the attention it deserves in this volume is the barge traffic of the Bay, particularly that of the canals that now or formerly joined the Bay with the Delaware, North Carolina, and Cumberland, Maryland. Likewise the Potomac and Appahannock have not had the treatment given the Patuxent, Susquehanna, and some of the lesser tributaries of the Chesapeake.

SCHULZ, Günther, "Unter Segeln rund Kap Horn," 239 pp.; ill. Hans Dulk, Hamburg, 1953. Price DM 29 (say, \$7).

Here is another very handsome picture book, this one having 114 full-page pen drawings depicting everyday scenes connected with the voyage of a typical German four-mast bark around the Horn from Hamburg to a nitrate port. The captions are in English and in German, and there are six plates of rigging details with all the parts named.

Günther Schulz's drawings have almost the quality of dry-point etchings, and they form a valuable addition to our knowledge of the last sailing ships. The English of the captions is sometimes not idiomatic.

ROBINSON, John, and George Francis Dow, "The Sailing Ships of New England 1607-1907," 66 pp. and 308 plates. J. William Eckenrode, Westminster, Md., 1953. Price \$12.50.

Originally published in 1922 in a limited edition of 400 copies, this book has become rather rare. It was the first of the Marine Research Society of Salem's publications, and its immediate success induced the Society henceforth to print larger editions.

The text describes the various vessel types and rigs, has a little on how early ships were painted, has a lot of irrelevant material on navigational instruments, gives a four-page list of ship portraitists with what little is known of them, and then presents 308 numbered vessel portraits in alphabetical order. Nearly all are from contemporary paintings and drawings, though there are a few photos and one or two modern daubs.

Unfortunately this reprint is a facsimile of the original edition; and though the text is adequately reproduced the illustrations suffer somewhat in clarity. Inclusion of a few duplicate larger plates from photographs of the original paintings only serves to emphasize this. All the information in the first edition is here, however, and Mr. Eckenrode deserves great credit for making it available to a new generation of ship enthusiasts at a fairly reasonable price.

ALBRAND, Ludwig, "Westward-ho! Die Zeit der Groszen Segelschiffe," 184 pp; 39 photos; 11 drawings. Hamburg, Hans Kähler, 1953. Price DM 9.80 (say, \$2.40).

This volume is a reprint of a work

first published in 1936, which has been hailed as the German classic book on 19th Century sailing ships. The author is a sailing ship master and the son of a sailing ship master, and is therefore well qualified to write of his subject.

His treatment is topical and general, rather than descriptive of individual vessels and firms, but he manages to give an excellent picture of the management, working, and daily life aboard the iron and steel sailing ships of his time. Appendices list the deepwater sailing vessels owned by German firms in 1913 and in 1935. There are line drawings of various rigs, and an excellent series of photographs.

KNIGHT, Austin M., "Modern Seamanship," 12th Edition. Rewritten and revised by Commodore Ralph S. Wentworth, U.S. Navy (Ret.) assisted by Commander John V. Noel, etc. xv, 606 pp.; ill. D. Van Nostrand & Co. Inc., New York, 1953. \$7.50.

This book, originally published by Lt. Comdr. (later R. Adm.) Knight in 1901, should properly be called "Modern Naval Seamanship," since it is designed solely for the instruction of officers of the U. S. Navy and has been the standard Annapolis text ever since it first appeared. The 7th edition was completed just in time for World War I, while the 10th edition was used during War II, the 11th appearing in June 1945.

It is interesting to note that the 12th edition opens with a chapter on Waves and Surf, signifying a growing awareness of the environment he operates over on the part of the naval officer. Other new material includes chapters on Landing Ships and Landing Craft and on Ice Seamanship. There is over 100 pages on the Rules of the Road, and much material on weather by F. L. Caudle. One wonders why the latter is not given at the Academy in a course on Meteorology, in which the aviator's requirements for weather information could be included.

The ways of the past are confined to 6 unillustrated pages on handling boats under sail, and there is nothing on rigs or rigging. The index is inadequate; for example it fails to include the Spanish windlass, which is pictured on p. 573 and mentioned on p. 575.

VILLIERS, Alan, "Rund Kap Hoorn; die letzte Reise der GRACE HARWAR," 158 pp.; 18 pl. Edward Brockhaus, Wiesbaden. 1953. Price DM 5.50 (say \$1.30).

'This is a German translation of a somewhat abridged version of "By Way of Cape Horn," which was first published in America in 1930 and simultaneously in Britain as "By Way of the Horn." It was not actually the last voyage of GRACE HARWAR, as that full-rigged ship survived to make four more passages around Cape Horn to Britain with wheat from Australia before she was scrapped in 1935. Villiers was aboard as a fore-castle hand along with another Australian named Ronald Walker, who was killed on the voyage, making a documentary film of the last days of the sailing ship.

The German translation, by Captain Ludwig Dinklage, is technically accurate, and a glossary of German nautical terms is provided.

The same publishers brought out Villiers' "Quest of the Schooner ARGUS" in 1952 in a similar format under the title "Tausend Bunte Segel," as part of a travel and adventure series for boys.

THRUWELSEN, Richard, "The Incredible Captain Kenedy," in "Saturday Evening Post," 19 Dec. 1953 and three following weeks.

Louis Kenedy has been earning a living for 22 years as owner-master of various small trading schooners between the Maritime Provinces and the West Indies. He lost the ABUNDANCE in 1932 and the ADAMS in 1933, sold the SEA FOX in 1939, had the WAWALOAM sunk by a German submarine in 1942, sold the CITY OF NEW YORK in 1952, the trip before she was lost, and finally refitted the VEMA, which he sold last year to Lamont Geological Observatory.

His adventures make good reading, even when retold in terminology intelligible to the readers of the "Post."

REVIEWS OF OLDER BOOKS

Commencing with this issue of LOG CHIPS, we plan to discuss a series of books that we consider to be minor classics of the sea or otherwise worthy of attention by the readers of LOG CHIPS. In general, we plan not only to treat of the contents of the books themselves but also to tell something of the author and his shipmates (where possible), of other works by the same writer, of the bibliographic history of the book, and of the history of the ships involved, and when necessary to attempt to penetrate the screen of anonymity with which voyage narratives are often shielded. The first effort in this direction appears on the next page, and we would welcome suggestions for further books to be discussed.

SYMONDSON, F.W.H., "Two Years Aboard the Mast; or Life as a Sea Apprentice."

The author, about whom we know nothing not in this book, served two years of an apprenticeship to the owners of the ship INVERNESS, 724 tons, which he disguises under the name "Sea Queen." A composite vessel of 724 tons, built at Aberdeen in 1869 (the same year as CUTTY SARK), the INVERNESS was a tea-trader, although she is not mentioned in any of the works on China clippers.

Inspired by Dana's "Two Years Before the Mast," Symondson, a couple of years after he gave up the sea, worked up his journal into this book. It was first published by W. Blackwood & Sons in 1876 at London. Our copy, undated, was published by George Routledge and Sons at London and New York and has identical pagination (xii, 379) with an edition credited to D. McKay at Philadelphia in 1884; we would judge that all three of these editions were from the same plates, illustrated with a few stock wood-cuts.

By November 1872, when the INVERNESS left London with a general cargo for Sydney, the second flight of tea ships were feeling the pinch of Suez Canal competition; even so, the INVERNESS must have been a particularly poorly-run specimen. Short of galley coal, they had to stop other ships for supplies on three different occasions, and they cut down the sky-sail pole and chopped it up for fuel. At Sydney they took in stiffening for Newcastle, where all three mates left; then loaded coal for Hong Kong, where the new mate left. Unable to get a tea charter, they coasted for a time in Chinese waters, taking poles from Foochow to Shanghai and returning with a part general cargo to Foochow, where the master died and was buried ashore.

Finally, with a new master, they were chartered with tea for New York, getting aground in the Straits of Sunda and losing a man in the Indian Ocean on the way. The INVERNESS arrived at New York on 26 Feb. 1874, Capt. Atchinson reporting a passage of 106 days from Foochow. The vessel was consigned to Howland & Aspinwall and her tea cargo to Bowring & Archibald. At New York she was chartered for London with wheat and rosin and was so overloaded for a winter passage that 50 tons had to be jettisoned in mid-Atlantic.

Symondson gives no reason why he quit the sea and had his indentures cancelled; but there are plenty of obvious reasons

in this matter-of-fact narrative, even though the author writes without complaints and without losing his sense of humor.

The INVERNESS, as a bark, was still owned in Swansea in 1897. We have not yet traced her ending.

The real value of this book lies in the almost unique picture it gives of life at sea at the end of the tea-clipper era. We learn, for example, that although sidelights were required by law they were not burned at sea unless other traffic was expected. "Chalking" for watches was an interesting custom. When an anchor watch had to be kept, the men each chalked a symbol in a circle on the cover of a chest. Then the cook, or other disinterested party, was called in to erase the marks at random, and each man stood watch in the turn in which his cypher was erased.

The book includes a 9-page glossary, and both this and the text are rich sources of nautical usage. At least a dozen words can be found in earlier use than any quotations in the "New English Dictionary" — "limejuicer" as applied to a British ship is one example — and the book therefore is required reading for any nautical lexicographer.

NEWS ITEMS, NOTES, IRISH PENNANTS.

A VISIT TO PAMIR — Mr. S.R. Haight, Chief Mate of the U.S. Lines' AMERICAN TRAVELER, has sent us the following account:

My ship was docked in Hamburg on 11 April, and while there I had the opportunity of visiting the four-masted bark PAMIR, lying at the dolphins in the Sailing Ship Harbor of Hamburg.

I hired a water-taxi, went aboard, and introduced myself to the Bosun who was in charge of the deck at the time. He very generously took me on a tour of the whole ship. I should have liked to have the time to spend a day or two aboard. However, I managed to see many of the officers' quarters and the various compartments of the vessel. I was particularly amazed at her splendid condition; hardly a speck of rust anywhere. It would really be a shame if such a fine vessel were scrapped or allowed to fall into disrepair.

All the quarters were nicely paneled. The officers' saloon and lounge (two different compartments) were particularly well appointed. Pictures of Heerla Lachse, Schliwen, and Erikson were on the bulkheads of the lounge. The ship's hospital was well equipped and even had banks slung in gimbals as an anti-rolling measure (some-

thing new to me, at least). The cadets and regular crew occupied quarters in the poop. The cadets slept in hammocks which were stowed over the steering quadrant in the daytime. The permanent crew (15 men, I think) occupied small cabins of two berths each. The part of the ship I was mainly interested in was the rigging; this cascaded down from aloft, and I found myself well 'snowed' by masts, yards, wire, lines, brace winches, and the other innumerable gear of a sailing vessel.

I met the Chief Engineer and asked him if he was ever 'ribbed' for being an Engineer in a sailing vessel. He said it was the best job he ever had!

I also had the great good fortune of meeting the Master, Captain H. Grubbe. He told me many things about the ship. He is a very young-looking man, though he has spent most of his time under sail and has made several passages around the Horn in the Flying-P Line.

EXHIBITION AT NEWPORT NEWS

Harold Sniffen sends word of an exhibition of some 50 pictures and a number of models which opened at the Mariners' Museum in November under the title "American Clipper Ships and Merchant Sailing Vessels." It will be on show there for several months.

Practically nothing has been duplicated from the 1951 show, which was of oil paintings and water color drawings, while the present exhibition takes in prints and water colors.

The clippers are featured since so many of them were depicted on prints, and since this year is still within the century of their era their display is particularly appropriate at this time.

A NEW MARINE MUSEUM IN NEW YORK

Downtown Manhattan now has a marine museum through the combined efforts of the Seamen's Church Institute, 24 South Street, which provided the space on its second floor, and the Museum of the City of New York, on 5th Ave. off Central Park, which had more models than space in which to show them. The Marine Museum of the Seamen's Church Institute was opened in May, and is growing steadily. Indefinite loans of suitable material are being solicited.

Curator of the Museum is Wellington E. Greyble, and Captain R.E. Cropley is Librarian. The Institute is open to visitors on weekdays from 9 to 5.

"SHIPS & SHIP MODELS" TO RESUME

Percival Marshall & Co. of 19-20 Noel Street, London W1, have announced that effective with the January issue "Model Ships & Power Boats" will resume the title and scope of their pre-war magazine "Ships & Ship Models. The subscription rate will be 26/- (\$3.65). -----

LIST OF SAILING SHIP PHOTOS

Dr. Jürgen Meyer of Kiel has sent us a three-page list of negatives of sailing ships in his possession. They are mainly German, but include a great variety of other vessels. Any reader wishing to borrow this list is welcome to do so by forwarding a self-addressed envelop.

MORE ON OAKES & SON

In the Barbour story in the last issue of LOG CHIPS appeared the statement that the schooner MAUD BRIGGS of 1875 was the last vessel built by Oakes & Son. Charles F.H. Menges of the Sacramento "Bee" immediately pointed out that in the same issue we carried the JAMES A. GARFIELD, built by Oakes & Son in 1881 (p.82).

In response to our inquiry, Captain Barbour writes: "It seems I made a mistake saying the MAUD BRIGGS was the last built by Oakes. R.B. Applebee of Stockton Springs tells me that the SERTNA S. KENDALL was launched by Oakes & Son in 1876.

"My father took over the yard in 1878 to start building the steamer CITY OF BANGOR."

It would appear that the barkentine FERNOSA and ship LLEWELLYN J. MORSE were also built in the Oakes yard in 1876 and 1877, respectively; but that the JAMES A. GARFIELD was built in some other Brewer yard.

MORE ON KRUSE & BANKS

On p.105 of vol.2 we listed an addition to the Kruse & Banks list on p.4 of the same volume. Mr. A.O. Anderson of Washington, D.C., now writes us he has a photo of the French steam schooner YOLANDE, taken at Weymouth, England, about 1918, and that Lloyd's Register credits her to Kruse & Banks. On checking our records, we find that she was a double-ended steam schooner of 1286 tons, launched by Kruse & Banks on Bastille Day, 1917. She was originally to have been called VIRGINIA OLSON, and later came back to the West Coast under that name. In 1924 she was renamed SIERRA and in 1926 was burned out at San Pedro, her hull becoming a fishing barge.

SAILING SHIP NEWS

BEECHDALE, bk. Built Liverpool 1877 by Potter for T.T. Broomhall, Liverpool. Sold 1892 to Trieste owners, later hulked and dropped from "Lloyd's Register." Recently turned up in the Thames as the motorship STADIUM of Trieste, having been engined in 1948.

DANMARK, Dan. aux. tr. ship. 28 Oct. left Madeira; 12 Nov. passed San Antonio, C.V.I. Arr. Santos; sailed 17 Dec. for Kingston, Jamaica.

DEWARUTJI, Indones. aux. tr. bkn. Arr. Surabaya 1 Oct. from Hamburg.

JESSIE CRAIG, hulk. Originally bk. ISOLA, built Glasgow 1876 by Elder & Co. Since 1914 coal hulk at Hobart, Tas., for Union SS Co. of N.Z. Early 1953 scuttled in New Harbor on the SW coast of Tasmania to form a breakwater for fishing boats.

JOSE GASPARILLA, bk. Was scheduled to be launched at Tampa about 1 Dec. 1953 for the Gasparilla Pilot Krew, who celebrate their 50th anniversary 8 Feb. 1954. A steel vessel, 135' long by 35' beam.

MADALAN, Port. aux. bgn. 17 Nov. was fined \$3000 at Providence for allowing 3 alien crew members ashore. 24 Nov. sailed for Fogo with 100-tons of general cargo and 29 pass. 19 Dec. arr. St. Vincent; left 26 Dec.

MERCATOR, Belg. aux. tr. bkn. 15 Dec. left Antwerp for Tenerife; passed Dover 17th.

MONITOR, sardine reduction barge, originally wood 5m. bkn. rigged 1920 from a steamer hull. After years of idleness at Richmond, Calif., was being towed to become a breakwater for the Richmond Y. C.; got onto a mudflat and "accidentally" burned 4 Aug. 1953.

MOSHULU, hulk. Two years ago bought by Schlieven of Hamburg; has been towed to Stockholm for use as a storeship. CARL VINNEN has been broken up.

POMERN, Finn. 4m. bk. Has been presented to town of Mariehamn by Capt. Edgar Erikson provided they will maintain her for 20 years.

SOBRAON, built Aberdeen 1866 by Hall as a composite ship, largest ever built. Later HUCAS TINGIRA, a stationary training ship. Jack McCredie of Penshurst, NSW has sent us several photos showing her in the final stages of scrapping, with bare frames mostly cut away and only the bottom planking left.

SUOMEN JOUTSEN, Finn. aux. tr. ship. It is rumored she is to be scrapped to help pay for some new construction for the Finnish Navy.

WAWONA, 3m. Sch. May carry 300 head of Newfound to Hawaii early this year. (With thanks for items to Bob Goddard, Gordon Jones, Karl Kortum, and R. T. Krunich) ***

PASSING OF A SHIPBUILDER

Martin Ebert Hanson died at Seattle on 25 Aug. 1953, aged 88. He came to the U.S. from Norway in 1880 and first worked on a Northern Pacific RR bridge over the Puyallup. Later he worked for Hiram Doncaster, building the tug MOGUL in 1886 at Tacoma. In 1895 he came to Seattle and in 1898 established a yard in Ballard, building the tug KATAUDIN in 1899. Later he moved to the other side of the present Stinson Mill site at Ballard, and as Heckman & Hanson built the tug RAGNFELD in 1900.

In 1907 he became marine superintendent of the Pacific American Fisheries shipyard at Eliza Island, South Bellingham, and in 1915 laid out the Commercial Pilot yard for the same company, remaining with them till 1922. Later he was with the Northwestern Shipbuilding Company in South Bellingham, until 1945.

He was the father of H.C. Hansen, noted Seattle naval architect. ***

MORE ON FOUR-MASTED SHIPS

With regard to the COUNTY OF PERTH, mentioned on p. 81 of the last issue of LOG CHIPS, Captain H. Daniel of Montevideo writes that she was built by Connell, launched in June 1874, but that she was a three-master. He has confirmed the number of masts in the records at Lloyd's.

Another candidate for the list is the converted steamer SIMLA, which was originally built by Tod & McGregor at Glasgow in 1854 for the P. & O. and was made into a four-masted sailing vessel by T. Lennox Alexander of Glasgow, probably early in 1878. She was lost in collision in the Channel while owned by Devitt & Moore. ***

ANOTHER WEST COAST THREE-MASTER

In March 1951 we listed three-masted schooners built on the Pacific Coast. A very small one has since turned up, the CHALLENGE, built in 1873 at Gardiner City, Ore., by Joseph Backus, who was also her master. She was only 43 tons, measuring 80 x 15 x 5.7 ft., and was lost in 1876. John N. Utter of San Francisco was her owner. ***

A CANADIAN FOUR-MASTED BARKENTINE

Winston Langdon points out that our statement on p. 77 con--(continued on page 96)

1879

A. D. LAMSON	448	Leesburg, N.J.	B. Russell	Foundered 2 Aug. 1897
ANNA L. MULFORD	545	Millville, N.J.	J.D. Bell	Lost 1902/3.
B. W. MORSE	558	Bath, Me.	B.W. & H.F. Morse	Lost 21 Jan. 1900.
BERTHA F. WALKER	686	Bath, Me.	Goss & Sawyer	Wrecked 12 Nov. 1911.
CALEB S. RIDGWAY	404	Wilmington, Del.	Jackson & Sharp Co.	Lost 1893.
CAROLINE HALL	250	Frederica, Del.	Nathaniel Lank	Lost 1895.
CHARLES A. BRIGGS	757	Bath, Me.	Goss & Sawyer	Wrecked 31 Jan. 1898
CHARLES H. TRICKEY	281	Bath, Me.	Goss & Sawyer	Wrecked 1 Jan. 1920
E. C. ALLEN	499	Bath, Me.	Goss & Sawyer	Lost 1904.
FANNIE KIMMEY	384	Milton, Del.	J.L. Black & Bro.	Lost 1898.
FANNIE E. LAURENCE	361	Stonington, Conn.	Maxon & Irving	Lost 1882.
FLORA ROGERS	376	Camden, Me.	Bean & Robinson	Wrecked 23 Oct. 1908
FOSTINA	383	Camden, Me.	Coombs & Brown	Wrecked 1899; re-
		fitted 1901 as barge; rn BESSIE J. April 1907; exempt 1913.		
FRANK McDONNELL	277	Camden, N.J.	McDonnell Bros.	Lost 1894.
FRENCH VAN GILDER	251	Dennisville, N.J.	John L. James	Lost 1885.
GEORGE G. GREEN	673	Camden, N.J.	Morris & Mathis	Lost 1894.
GEORGE R. CONGDON	458	Port Jefferson, N.Y.	John R. Mather	Lost 1900/01.
H. & J. BLENDERMAN	419	Port Jefferson, N.Y.	J.M. Bayles & Son.	Lost 1899.
HATTIE S. WILLIAMS	897	Bath, Me.	Goss, Sawyer & Pkrd.	Wrecked 20 Apr. 1893.
HENRY SUTTON	602	New Haven, Conn.	Geo. W. Baldwin	Missing Oct. 1906.
ISAAC T. CAMPBELL	586	Waldoboro, Me.	Storer & Son.	Foundered Aug. 1909.
JOHN J. TAYLOR	267	Ellsworth, Me.	I.H. Grant	Rn. WILLIAM F. GREEN,
		May 1886. Barge April 1909; last listed 1918.		
JONATHAN MAY	399	Milford, Del.	J.W. Abbott & Co.	Lost 1893.
JOSEPH W. FOSTER	587	Milford, Del.	T. Carlisle	Lost 1895/96.
LAURA	525	Millbridge, Me.	Albert Strout	Lost 1902.
M. A. ACHORN	308	Rockland, Me.	A. F. Ames	1924 sold Mexican.
NELLIE FLOYD	457	Port Jefferson, N.Y.	J.M. Bayles & Son.	Lost 1906.
NELLIE T. MORSE	460	Bath, Me.	B.W. & H.F. Morse	Oct. 1902 rn EDWINA;
		June 1917 wrecked at Barbados; refitted under British flag.		
NELLIE V. ROKES	296	Bath, Me.	Goss, Sawyer & Pkrd.	Lost 1890.
PARKER H. HOOPER	677	Bath, Me.	D.O. Blaisdell	Lost 1887.
QUAKER CITY	510	Bath, Me.	Goss & Sawyer	Lost 1888/89.
R. BOWERS	435	Camden, Me.	H.M. Bean	Foundered July 1916.
REBECCA M. WALLS	590	Milton, Del.	D. H. Atkins	1916 sold British.
S. P. HITCHCOCK	603	Bath, Me.	Adams & Hitchcock	Lost 1903/04.
SERENA R. SOPER	603	Bath, Me.	Goss, Sawyer & Pkrd.	Lost 1884.
WARREN B. POTTER	318	Bath, Me.	Goss & Sawyer	Wrecked 3 Sept. 1918.

1878

ASENATH A. SHAW	557	Wilmington, Del.	Jackson & Sharp Co.	Sunk 11 Oct. 1900.
BELLE WOOSTER	479	Franklin, Me.	J. Blaisdell	Foundered Dec. 1902.
BENJ. F. LEE	394	Leesburg, N.J.	J. Russell	Lost 1894/95.
BERTRAM L. TOWNSEND	641	Milford, Del.	W.A. Scribner	Lost 1891/92.
C. HANRAHAN	462	Rockland, Me.	A.F. Ames & Son.	Sold abroad 1886.
CARRIE S. BAILEY	396	Bath, Me.	E. & A. Sewall	Lost 1891.
COCHECO	220	Portsmouth, N.H.	D. Littlefield	Lost 1886.
FIVE BROTHERS	230	Milford, Del.	J. H. Harper	Lost 1891.
GEN'L F.E. SPINNER	372	Jacksonville, Fla.	Brock & Carter	Lost 1893.
HARRY B. RITTER	643	Mauricetown, N.J.	J.W. Vanneman & Bro.	Lost 1898.
IDA LAWRENCE	515	Camden, N.J.	D.S. Risley & Co.	Lost 1902.
JAMES E. WOODHOUSE	327	East Haven, Conn.	J.H. Woodhouse	Lost 1898.
JENNIE R. MORSE	407	Bath, Me.	B.W. & H.F. Morse	Lost 1893/94.
JOHN BRACEWELL	224	Bath, Me.	Goss & Sawyer	Canadian, 1925.
JOHN B. ADAMS	639	Dorchester, N.J.	W. Champion	Lost 1882.
JOHN S. CASE	203	Brewer, Me.	Wyman	Lost 1893/94.
LIZZIE V. HALL	195	Frederica, Del.	Nathaniel Lank	Wrecked April 1922.
M.E. ELDRIDGE	298	Portsmouth, N.H.	Wm. F. Fernald	Foundered May 1917.

1878, concluded

NORMANDY	543 Bath, Me.	Adams & Hitchcock	1917 became French
	"Q"Ship; later owned in St.Malo.		
ROLLIN SANFORD	97 Milton, Del.	C.C.Davidson	Lost 1899.
WILLIAM H. BAILEY	489 City Island, N.Y.	D.Carll.	Lost 8 March 1907.

1877

ANNIE & MILLARD	417 Milford, Del.	T. Carlisle	Lost 1894.
COMET	301 Port Jefferson, N.Y.	J.M.Bayles & Son.	Lost 1894.
D.S.WILLIAMS JR.	628 Wilmington, Del.	Jackson & Sharp Co.	Lost 1894.
DANIEL GOOS	149 E.Deering, Me.	Merrill Bros.	Lost 1885.
DAVID MILLIKIN	145 Milford, Del.		Lost 1882/83.
DREADNAUGHT	420 West Haven, Conn.	Gessner & Marr	Lost 1903.
EDDIE HUCK	394 Bath, Me.	William Rogers	Lost 1885.
FURMAN L. WULFORD	588 Millville, N.J.	J.D.Bell	Lost 1889.
GEORGE W. LOCHNER	455 Milton, Del.	J.L.Black & Bro.	Lost 1887.
HARVEY W. ANDERSON	394 Greenbank, N.J.	J.Vansant & Sons	Lost 1891.
JAMES BOYCE	453 East Haven, Conn.	W.O.Nettleton	Lost 10 Oct.1909.
JENNIE A. STUBBS	199 Lamoine, Me.	D.D.Hodgkins	1918 sold Newfoundld.
JOHN B. HAZEL JR.	531 Milton, Del.	D.H.Atkins	Lost 1890.
LESTER A. LEWIS	249 Bangor, Me.	Crosby Bros.	Lost Nov.1898.
MARTIE A. HOLMES	548 Coopers Point, N.J.		March 1894 rn HILDA;
	6 Feb.1907 lost with all hands on Diamond Shoal, N.C.		
MARY J. CASTNER	433 Bath, Me.	Brown & Stential	Lost 1894/95.
NORMAN	365 Bath, Me.	Adams & Hitchcock	Lost 16 June 1908.
SILVER WING	142 Baltimore, Md.	Beacham & Bro.	Lost 1882/83.
T. B. WITHERSPOON	290 Camden, Me.	A. Webster	Lost 1887.
WILLIAM E. LEE	378 Bridgeton, N.J.	G. P. Wentzel	Lost 1891.

1876

ADELAIDE J. ALCOTT	382 City Island, N.Y.	David Carll	Lost 1894.
AMERICAN TEAM	376 Lyme, Conn.	Joseph Luther	Lost 30 March 1918.
ARMSTRONG	392 West Haven, Conn.	Gessner & Marr	Lost Oct.1877.
CENTENNIAL	554 Camden, N.J.	D.S.Risley & Co.	Lost 1895.
CORA S. VAN GILDER	175 Dennisville, N.J.	John L. James	Lost 1894.
ELEANOR	349 Port Jefferson, N.Y.	J.M.Bayles & Son	Lost 1892/93.
GEORGE AERY	315 Jamestown, Va.	J. Matthis	Lost 1889.
HATTIE LOLLIS	159 Milton, Del.	David H. Atkins	Lost 1889.
JOHN A. BECKERMAN	485 E.Boston, Mass.	R. Crosbie	Junked 1923.
MARY J. RUSSELL	210 Leesburg, N.J.	Benjamin Russell	Lost 1883.
ROBERT PORTNER	631 Alexandria, Va.	Alex.MR & SB Co.	Lost 1878.
THOMAS J. MARTIN	508 Mauricetown, N.J.	J.W.Vanneman & Bro.	Lost 1882/83.
WALTER L. PLUMMER	331 Addison, Me.	Joseph Wilder Jr.	Lost 1895.
WILLIAM H. HOPKINS	324 Mystic, Conn.	C. Greenman	Lost 1891.

CANADIAN BARKENTINE (contd. from page 94)
cerning four-masted barkentines built in Canada was incorrect, as we omitted to mention the S.F.TOLMIE.

We had thought of her as covered by a list of vessels built on the West Coast, but, as the Thober list will not extend to Canada, she certainly deserves special mention. The S.F.TOLMIE was built in Victoria, B.C., by the Cholberg shipyard as part of a project to provide employment for returned Canadian soldiers after the first World War. The original plan called for four vessels, but although another to be called SIR HENRY DRAYTON was partly finished only the S.F.TOLMIE was completed, being launched late in 1920.

She was a fine specimen of a West Coast four-masted barkentine, measuring 1612 gross tons and classing *12A1 at Lloyd's. Under the ownership of the Ship S.F.Tolmie Co.Ld.of Vancouver, which was a government-financed corporation, she made voyages to Kobe and to Australia with lumber. Then Hastings Mills bought her, and she voyaged to Sydney and to Suva, returning from the latter port with copra. In 1928 Nelson Brothers bought her for \$10,000 for conversion to a herring saltery, and subsequently Gibson Bros.of Vancouver used her as a log barge. She finally met her end in a gale on 27 Dec.1944, when she parted her moorings off Victoria and blew ashore on McLoughlin Point.